

RE: Minutes of pre-bid meeting for RFP 2013-11 "Route 139 Rehabilitation"

Location: CR 4A – NJDOT E & O building

Date: April 24, 2013 (10 am)

Attendees:

Alejandro Perez De Leon – NJDOT
Camille Crichton-Sumners – NJDOT
David C. Mudge – NJDOT
Joe Sweger – NJDOT
Lynn Middleton – NJDOT
Andres Roda – Rutgers CAIT
M. Ala Saadeghvaziri – NJIT
Hani Nassif – Rutgers CAIT
Dan Su – Rutgers
Chaekuk Na – Rutgers

Minutes:

The meeting started by introduction of each of the attendees; the following questions/issues were brought forth and discussed:

- Appearance and crash worthiness are the two criteria being looked at in this project
- Failure and snag are the main safety issues to consider in new design
- New design must account heavier vehicles, which old design does not.
- One of the main goals of the Proposal is to have a design that is most workable and least expensive to perform crash testing
- Should the re-bar size in proposed design be bulked up from current design to add resistance? – Yes, it is possible
- Is pre-cast an option? - No
- Openings of design is considered by FHWA snag points
- Snag points must be crashed tested as well
- Beveled edges of proposed new design is due to snag potential from current design
- Opening of new design is close to 1:1 ratio and it is acceptable as a start point. It is aesthetically pleasing.
- Is data available on crash tests of new designs? – Yes, it is in FHWA website (TX-411)
- Can a pool funded project happen? – N/A at this time
- Finish of new design is to look a bit weathered to mimic old look – don't expose aggregate
- No other designs are to be explored unless they can preserve the 1:1 ratio
- New designs should meet TL-4 level testing
- 1:2 ratio was aesthetically rejected